

Airport Area	Project	Alternative "A" Midfield Development Area		Alternative "B" Airport Road Development Area		Alternative "C" North Airfield Development Area	
		Advantages	Disadvantages	Advantages	Disadvantages	Advantages	Disadvantages
Runway Extension & Taxiway	• 899 ft. extension to 3R	• 899 ft. extension of 3R provides G-550 takeoff length requirements & has no impact on golf course	• Requires 899 ft. displaced landing threshold for R/W 3R	• N/A	• N/A	• N/A	• N/A
	• 899 ft. extension to 21L	• N/A	• N/A	• 899 ft. extension to 21L provides for G-550 takeoff requirements & has no displaced threshold	• 21L extension impacts approach & taxiways to crosswind R/W 25 • Impacts golf course	• N/A	• N/A
	• 450 ft. extension to 3R & 449 ft. to extension 21L	• N/A	• N/A	• N/A	• N/A	• R/W extension provides G-550 takeoff length requirements	• 450 ft. displaced threshold for R/W 3R required, impacts golf course & impacts approach to R/W 25 • R/W 3R/21L & 7/25 interaction
	• 3R/21L Parallel Taxiway	• 3R/21L Parallel T/W provides decreased runway crossings & increased runway capacity	• Requires relocation of storm water catch basin	• 3R/21L Parallel T/W provides decreased runway crossings & increased runway capacity	• Requires relocation of storm water catch basin	• 3R/21L Parallel T/W provides decreased runway crossings & increased runway capacity	• Requires relocation of storm water catch basin
RSA Clean-up	• 100 ft. threshold relocation to R/W 7	• 100 ft. R/W 7 threshold relocation meets RSA criteria & removes gas station from RPZ • Maintains 5,000 ft. R/W for Group II Aircraft Operations	• R/W 7/25 decreased in length by 100 ft. • With 100 ft. decrease in length, creates minor impact on Group II operations	• N/A	• N/A	• N/A	• N/A
	• Relocate Airport Rd. levee & maintain R/W 7 threshold	• N/A	• N/A	• No decrease in length of R/W 7-25 • City acquires title to property under RPZ	• Airport Rd. levee relocation required • Requires property acquisition	• N/A	• N/A
	• 200 ft. threshold relocation to R/W 7	• N/A	• N/A	• N/A	• N/A	• 200 ft. R/W 7 relocation meets RSA criteria, & removes gas station from RPZ • No property acquisition required	• R/W 7-25 decrease in length of 200 ft. adversely impacts Group II aircraft operations
Air Traffic Control Tower Relocation	• Midfield site	• Midfield control tower provides visibility of entire R/W system	• May require additional ATCT personnel	• N/A	• N/A	• N/A	• N/A
	• North airfield site	• N/A	• N/A	• North airfield control tower provides visibility of entire R/W system	• May require additional ATCT personnel • May require golf course property	• N/A	• N/A
	• Relocated West site	• N/A	• N/A	• N/A	• N/A	• Less infrastructure costs	• Line of sight may be impacted by midfield development
On-Airport Land Use	• Relocate Taxiway "C" to the North 400 ft.	• Provides for midfield lease area expansion beyond 20-year planning period and maximum utilization of on-airport property	• Splits corporate & SASO land use & requires tunnel & utilities to the midfield • Obstructs viewshed of airfield	• N/A	• Obstructs viewshed of airfield	• N/A	• Obstructs viewshed of airfield
	• Relocate Taxiway "C" to the North 1000 ft.	• Obstructs viewshed of airfield	• Obstructs viewshed of airfield	• Provides for design year corporate & SASO lease area requirements	• Splits corporate land uses • Obstructs viewshed of airfield	• N/A	• Obstructs viewshed of airfield
	• Relocate Taxiway "C" to the North 400 ft.	• Obstructs viewshed of airfield	• Obstructs viewshed of airfield	• N/A	• Obstructs viewshed of airfield	• Corporate & SASO land uses are grouped, limited FBO expansion	• Requires relocation of FBO & split SASO, limited revenue • Obstructs viewshed of airfield • Requires land acquisition & Airport Rd. levee relocation
	• Provide for Office Park area or similar land use	• Provides use of vacant on-airport property for non-aviation revenues	• Requires building in flood plain & requires environmental clean-up	• N/A	• N/A	• Provides for additional property for non-aviation revenues	• Requires building in flood plain & requires environmental clean-up
	• Relocate midfield drainage area	• Provides additional aviation development areas	• Drainage area relocation costs	• Provides additional aviation development areas	• Drainage area relocation costs	• N/A	• N/A

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Development Costs (Estimated)	• Airfield • Runway costs • Taxiway costs	• \$2,300,000 • \$13,400,000	• N/A	• \$2,300,000 • \$11,700,000	• N/A	• \$2,300,000 • \$11,600,000	• N/A
	• Airport Rd. levee	• N/A	• N/A	• \$500,000	• Requires relocation of midfield drainage area	• N/A	• Requires golf course redevelopment
	• Relocate midfield drainage	• \$504,000	• N/A	• \$504,000	• Levee relocation costs	• \$120,000	• No commercial development area
	• ATCT	• \$1,500,000	• N/A	• \$1,500,000	• N/A	• \$1,500,000	• N/A
Off-Airport Compatibility with Adjacent Communities	• 65 DNL impacts	• No residential areas within 65 DNL • Provides noise mitigation for north communities	• N/A	• No residential areas within 65 DNL	• N/A	• No residential land uses within 65 DNL	• N/A
	• Golf course impact	• No golf course impacts	• N/A	• N/A	• Major impact to golf course with extension of R/W 21L	• N/A	• Major impact to golf course with R/W 21L ext. & SASO development
Addresses Airport Mission and Goals	• Historic preservation	• Hangars 1 and 2 can remain	• Age of structure	• Hangars 1 and 2 can remain (not shown in Alternative B)	• Age of structure	• Hangars 1 and 2 can remain (not shown in Alternative C)	• Age of structure
	• Accommodate forecast need	• 899 ft. extension to R/W 3R meets G-550 operating requirements	• Requires 899 ft. displaced landing threshold for R/W 3R • Minor Impact on G-550 IFR departures for 21L	• Full compliance with R/W 7 RSA/RPZ requirements • Meets G-550 IFR departure requirements fr R/W 21L	• Major impact to golf course	• Least cost development alternative\ • Meets G-550 IFR departure requirements for 21L	• Major impact to golf course
	• Safety	• Least number of runway crossings	• Minor impact to Runway 7/25 operations	• Reduces runway crossings	• 21L extension impacts approach & taxiways to crosswind R/W 25	• Provides best FBO expansion option • Pilot preference for 450ft extension to 21L	• R/W 3R/21L & 7-25 interaction • No decrease runway crossing
	• Enhance revenue	• Greater additional lease revenues, from non-aviation sources	• Requires flood plain development	• Provides 20 additional acres of commercial development area	• Levee relocation costs	• Requires investment & additional property	• No commercial development area
	• Enhance community partnership	• Midfield development area maximizes on airport property development	• R/W 3 R departure threshold 900 ft. closer to southern land uses	• Upgrades Kellogg Avenue development	• R/W 21L departure threshold 900 ft. closer to northern land uses • Adversely impacts golf course	• N/A	• Adversely impacts golf course • Departures on 3R and 21 L are 450 ft. closer to respective land uses